

SECRET

50X1-HUM

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RUZYNE AIRFIELD

Ruzyne Airfield is at present a civilian airport, but will serve as a military airfield in case of war. From the technical point of view it is most modernly equipped, and it is believed that in this respect it is one of the most modern airfields in Europe. This applies to the navigational and landing facilities. From the point of view of visibility this airfield has a great disadvantage, because steam and fog, which originate in the nearby swamp (Sarka), collect over the airfield; although the airfield is on an elevated area in relation to the nearby terrain, it is partly in a lowland in relation to a wider area.

Aircraft of all types which require long landing station can land and take off on this airfield. Besides, the terrain adjacent to the field can be used for landing, as shown on the diagram.

The airfield has a modernly equipped machine shop and assembly room in Hangar 1.

There are two underground gasoline tanks, holding a total of 4,000 hectoliters; fuel is transported to the field by tank trucks from the Hostivice or Ruzyne railroad station, to which gasoline and oil are carried by rail. There are three buildings with accommodations for airfield employees and transient flying personnel. All technical equipment is concentrated in the terminal building, which contains all the offices (technical, navigational, repair, traffic, radio, signals), a cafe, a restaurant, and, on the roof, a navigational tower, which is indicated on the diagram.

The airfield also has large garages with a large lathe workshop and an automobile repair shop, a guard house, and two small and two large auxiliary warehouses containing spare parts for aircraft and various technical equipment.

There are three hangars. One serves as a machine shop and assembly room, and is 150 meters long and 50 meters wide. The other two hangars are 200 meters long and 50 meters wide. One of the latter (Hangar 2) houses both private and transport aircraft of the Czechoslovak Airlines. The third hangar (Hangar 3) is reserved for the use of the USSR.

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The landing area is fairly even; the long runway is 900 meters long and 10 meters wide. The angular runway is 700 meters long and 10 meters wide. The road which runs close and parallel to the airfield could be used as a landing strip in case of war. The parking apron, which is part of the landing area, is in front of the terminal building.

The airfield is 2,500 meters long and 1,500 meters wide; it is adjacent to the road which leads from Prague to Kladno, a modern, asphalt, state highway.

LEGEND

C. 1: Terminal building.

C. 2: Landing area and parking apron.

C. c. 1: Two underground gasoline tanks.

H. c. 1, H. c. 2, H. c. 3: Three hangars.

S. c. 1, S. c. 2, S. c. 3, S. c. 4: Auxiliary warehouses. Nos 1 and 2 contain spare parts for aircraft. Nos 3 and 4 contain various spare tools for the shops and for various equipment.

G. c. 1: Garages.

O. c. 1, O. c. 2, O. c. 3, O. c. 4: Quarters for employees and office workers of the airfield, technical personnel, flying personnel, and transient flying personnel of other aviation companies. No 2 also serves as the main guard house of the airfield.

The railroad runs via Prague, Kladno, Smichov, Hlubocopy, Hostivice, and Lany.

The Prague-Kladno highway runs via Dr Edvard Benes Square and Dolni Liboc or via Ruzyne. This highway could be used as a landing strip for jet aircraft in case of war.

There is signal equipment for landing aircraft in poor visibility.

B. c. 1, B. c. 2, B. c. 3: Exit gates from the airfield.

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SECRETKEY TO MAP

Letiste Ruzyn - Ruzyn airfield
Smer - direction
Signalne zariadenie pre pristavanie - signal equipment for landing
C. - number
Polne letiste - auxiliary airfield
Hlavny vchod - main entrance
Navigac. veza - navigational tower
Nadrazna budova prevozu - terminal building
Startovacie plochy - landing areas
Kasarna - barracks
Stanica - station
Polna cesta - country road
Pomologia - orchard
Zahradnictvo - garden
Transformator - transformer
Cintorin - cemetery

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